

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch

690 Walnut Ave.St. 150

Vallejo, CA 94592-1133

(707) 649-5453

(707) 649-5493

Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000716**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 21-Mar-2008**Location:** Changxing Island, Shanghai, PRC**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Key conversations	<p>0730-Talked to John Hamer about ABF/ZPMC's intent to make another attempt at the welding the Partial Mockup Fabrication Procedure. Mr. Hamer indicated that Dan Raynor, ABF had given him the approval to continue welding based on an approval from Mr. Jim Merrill. I discussed this approval with Mr. Merrill who told me he gave Mr. Raynor tacit approval in a conversation regarding the plan for the mock up after the initial mockup fabrication plan failed. I relayed this to Mr. Hamer who told me that ZPMC was going to preheat the second diaphragm on skin B and begin welding in the afternoon.</p> <p>0945-Mr. Hamer came to my office and told me that ZPMC was going to terminate the weld on top of the fit lug rather than the side of the fit lug. Mr. Hamer stated that he believed that by moving the termination it would eliminate the crater cracks. I told him that anything ABF/ZPMC was not approved and ultimately a new proposal would have to be submitted for approval. Mr. Hamer concurred.</p> <p>1300-Discussed the macroetches for the 77m mockup. I asked Mr. Hamer if he had heard anything through the ABF channels about what macroetches ABF had agreed to cut. Mr. Hamer told me that his guidance was to coordinate with me to cut whatever samples we wanted. I told him that I would mark the macroetch locations on Monday. Lu Jian Hua was there and I let him know that is when we would be marking the macroetch locations. I asked about getting support to rotate it to mark the entire mockup and Mr. Lu asked me if we could mark the locations we could access in the current location and they would cut the samples then rotate it and then I could mark it the next time as well. I agreed.</p> <p>1430-Mr. Hamer asked me if the procedure that he discussed at 0730 was successful if he could weld skin C stiffeners in the 2F position. I reminded</p>

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him that in the original approved procedure the mockup would be rotated and skin C would be welded and that nothing that they were doing was approved at this point.

2 Other important observations

77m Mockup- No activity

89m Mockup- The Partial Mockup Fabrication Procedure was not successful. ABF performed MT on the fillet welds on 3/21/08 and discovered crater cracks in the weld terminations of both fit lugs. One crack was in the fit lug to stiffener weld and the other was in the fit lug to diaphragm weld. In both cases the fit lug to diaphragm weld was welded first then the fit lug to stiffener. As stated above in my 0730 conversation with John Hamer, ABF and ZPMC wanted to try another unapproved procedure on the other diaphragm. At 1300, ZPMC began preheating the second stiffener on skin B and by 1430 they had welded both fit lug to the diaphragm using restraints (dogs). Mr. Hamer told that there were no cracks in the tacks. NDT is pending.

114m Mockup- No activity

Bay 4- No NDT on the finished 43m elevation diaphragm. ZPMC still has not ground the weld as Mr. Carpenter agreed to on 3/21/08. Welding continues on the other diaphragm plate in the bay.

Bay 8- ZPMC continues working on four (4) diaphragm plates. ZPMC was not using "active" forces during heat straightening when I was performing my walkthrough. I received the incident report for the active restraint used on 3/21/08 and am processing it.

Inspected By: Ishibashi,Josh

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer
